



City of Seattle

Department of Planning & Development

D.M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Project Number: 3012230

Applicant Name: Chris Broadgate, Wright Runstad & Company

Address of Proposal: 3800 Montlake BLVD NE (University of Washington)

SUMMARY OF PROPOSED ACTION

Land Use Application to allow the relocation of the University of Washington Athletic Department's track and field from Husky Stadium to the IMA sports field No. 2. Project includes bleacher seating for 2,000, two buildings totaling 3,000 square feet containing restrooms, concessions and storage, 7,585 cubic yards of grading and the removal of up to 100 parking spaces in Lot E1, in an environmentally critical area. Draft Supplementary Environmental Impact Statement has been issued by the University of Washington.

The following approvals are required:

SEPA – To impose conditions - SMC 25.05

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☒ EIS¹

☐ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or
Involving another agency with jurisdiction

BACKGROUND INFORMATION

Site and Vicinity

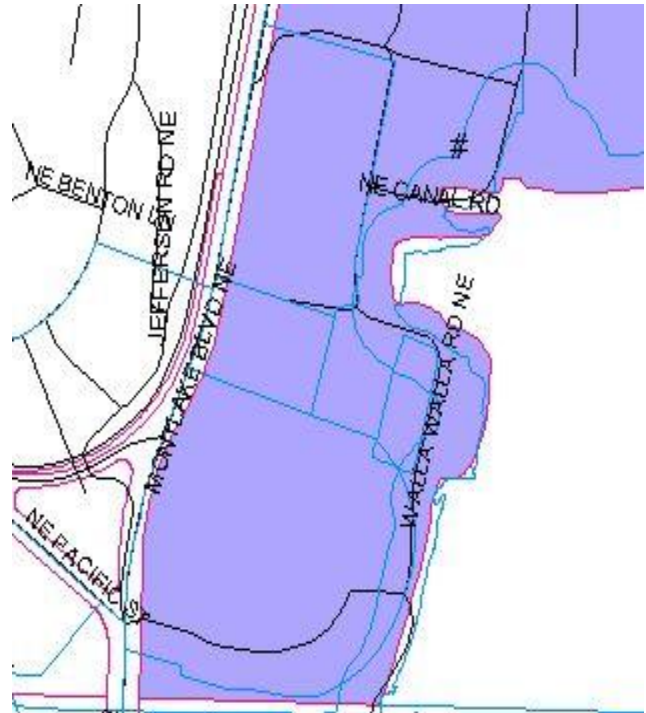
The existing track in Husky Stadium will be relocated to a site approximately one-half mile north of the stadium. The new site is located on the western portion of Intramural Activities (IMA)

¹ UW issued the Draft Supplemental Environmental Impact Statement on March 9, 2011 and the Final Supplemental EIS on June 10, 2011.

Sports Field No. 2, north of the soccer field and east of parking lot E1. It will be bounded by Walla Walla Road on the west and Canal Road on the east. Note: the project site is located in the northern part of the blue shaded parcel.

The development site is approximately six acres. A Type III wetland has been delineated in the southeast corner of the site and requires a 60 foot buffer. The portion of University Slough located across Canal Road from the development site is classified as a Type II stream. A 100 foot riparian management area extends west from the bank of the University Slough. A portion of the riparian management area is located on the eastern portion of the site.

The project is located in the East Campus area and is designated Major Institution Overlay (MIO) with a 37 foot height limit. Nearby overlays include MIO-65' to the southwest and MIO-105' and MIO-160' to the west across Montlake Boulevard NE. The project site currently provides space for several ball fields and contains minimal improvements.



PROJECT DESCRIPTION

The relocated track facility will consist of a 400-meter/8-lane track, with bleacher seating for approximately 2,000 persons and two buildings totaling about 3,000 sq. ft. containing restrooms, concessions and storage. The field is anticipated to be grass turf. The existing ball fields on Field 2 will be reconfigured under a separate permit. Lighting is not proposed to be installed at this time. To accommodate the track and reconfigured fields, the alignment of Walla Walla Road will need to be shifted approximately 100 feet to the west. The new track and realigned road may extend into lot E1 and result in a reduction of up to 100 parking spaces.

As part of the project proposal the wetland buffer will be averaged allowing for a buffer reduction at the northwest edge of the wetland. The buffer will be increased along the western edge of the wetland. Buffer enhancement is required. The submitted enhancement plan includes regrading of the wetland buffer to decrease the steep angle of the slope created with historic grading of the field, allowing for the planting of native trees and shrubs to replace the existing herbaceous vegetation. The proposal will also result in an increase of impervious surfaces within 50 and 100 feet of the water course (University Slough). To mitigate impacts from the increased impervious surfaces within the Riparian Management Area, the grass field between the proposed track and Canal Road will be enhanced by adding a native vegetation community. The mitigation plan includes Mitigation Goals, Objectives, and Performance Standards; and, Monitoring and Maintenance.

Per SCM25.09.B335.B, C.1, and D this application will require

1. After completion of the wetland and riparian management area buffer enhancement and prior to final occupancy, a Covenant and survey will be recorded with King County.
2. The placement of small permanent visible markers to delineate the areas described in the covenant will be required. The location of the markers shall be legibly shown and described in the permanent covenant. The markers shall be installed at completion of the wetland and riparian management area buffer enhancement and prior to the completion of the project.

Public Comments

Notice of Application was published on May 26, 2011, and the public comment period ended on June 8, 2011. No comments were received.

SEPA ANALYSIS

Environmental impacts of the proposal have been analyzed in environmental documents prepared by the University of Washington. The initial disclosure of the potential impacts from this project was made in the Draft Supplemental Environmental Impact Statement for the University of Washington Stadium Renovation issued March 9, 2011; and the Final Supplemental Environmental Impact Statement issued June 10, 2011.

The Department reviewed the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this project was made in the environmental documents listed above. This information, supplemental information provided by the applicant and the experience of this agency with review of similar projects form the basis of this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

There could be short-term impacts during construction of the new track and field facility: construction noise from pile driving; stormwater runoff and erosion; green house gas emissions; and construction traffic and parking. Adopted Codes and Ordinances and other agency review, such as the Noise Ordinance, Street Use Ordinance, Stormwater Code, Grading

Code, and Puget Sound Clean Air Agency regulations, will appropriately mitigate these potential adverse impacts. However, additional consideration of potential noise, and construction traffic and parking is warranted.

Construction Impacts

Truck related traffic from construction workers and equipment, grading activities, and material deliveries could impact roadways in the vicinity of the project site. Attention should be given to the potential impact of construction worker parking on the parking supply in the vicinity of the project site, although several surface lots in the vicinity have excess capacity on non-football-game days.

The applicant and the contractor for the project will prepare a Construction Management Plan to address construction traffic (specifically truck trips) and parking for workers and construction vehicles. This plan shall be submitted to DPD and SDOT prior to issuance of a construction permit. The plan shall outline delivery routes for truck trips to minimize disruption to traffic flow on adjacent streets and roadways, including appropriate signage, flaggers, route definitions, flow of vehicles and pedestrians during construction. The plan shall identify truck and construction equipment circulation routes between the site and regional routes such as I-5 or SR 520. The plan shall require delivery trucks and material transportation trucks to avoid A.M. and P.M. peak traffic periods on City streets. No further mitigation is required.

Noise Impacts

Due to soil conditions and surface settlement, deep foundations will be required to support the track. The track will be supported on 18-inch-diameter steel pipe piles. Piles will be driven with an impact hammer. It is anticipated that pile driving will last approximately one month with an average of nine to ten piles driven per day. Sensitive receptors, such as residential properties located northeast and northwest of the site, are located at 1,500 feet away from the noise source. Noise and vibration impacts from pile driving will impact surrounding properties; however impacts are not considered significant and will be mitigated by the City of Seattle Noise Ordinance.

Long-Term Impacts

Development of the proposed track and field facility on IMA Sports Field #2 will not result in significant changes in the area, since the new site is near the existing facility at Husky Stadium and the new site is currently used for sports and recreation activities. Accordingly, the University's environmental documents did not identify any significant long-term impacts from the proposal.

Although the construction of bleachers for approximately 2,000 spectators could result in additional noise at the new site during track and field events, sensitive noise receptors are located far enough away that significant impacts are not anticipated. Also, events that attract a significant number of spectators and generate noise will not occur often.

The relocated track is not proposed to be lighted at this time and therefore will have no light and glare impacts.

Additional transportation impacts beyond existing conditions are not likely. This is a replacement facility and it is anticipated that the transportation impacts in the area will be approximately the same as currently exist. Track relocation will eliminate up to 100 spaces from parking lot E1. This is not likely to affect parking supply because the lot is used at less than 50 percent capacity during the week- the peak parking demand. Environmental documents did not discuss facilities operating concurrently and therefore did not identify any impacts to traffic and parking if both venues were at capacity.

Therefore, further conditions to mitigate long-term impacts of the proposed track and field facility are not necessary.

SEPA CONDITIONS

Prior to Construction Permit Issuance (including grading, demolition and construction)

1. The applicant and the contractor for the project shall prepare a Construction Management Plan to address construction traffic and parking for workers and construction vehicles, for review and approval by SDOT and DPD. The plan shall outline delivery routes for truck trips to minimize disruption to traffic flow on adjacent streets and roadways, including appropriate signage, flaggers, route definitions, flow of vehicles and pedestrians during construction. The plan shall identify truck and construction equipment circulation routes between the site and regional routes such as I-5 or SR 520. Trucks related to the construction activity should avoid peak periods of 7:00 – 9:00 A.M. and 3:00 - 6:00 P.M., Monday through Friday.

Signature: _____ (signature on file) Date: September 12, 2011
Stephanie Haines, Senior Land Use Planner
Department of Planning and Development
Land Use Services

SH:bg

I:\haines\DOC\UW\3012230Track\3012230Decision.doc